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AROUND THE LAKES.

CLEVELAND.

Wm. Radcliffe is building a tug for Mr. Fred Groh, of Sandusky, to be 70 feet overall, 15 feet beam and 7½ feet depth of hold.

At the Cleveland drydock the steamer Hiawatha has had her rudder fixed and butts calked, and the steamer Spokane had a hole on the starboard side patched.

The two steamers under construction at Quayle's yard for Pickands, Mather & Co., are well along and show the beauty and convenience of their construction. One has already received her machinery and the engines for the other will soon be ready to put in place. Both engines were built at the Globe Iron Works.

The boats of the Cleveland Transportation Company are located as follows: The Havana, Helena and Genoa, all coal laden, are safe in Chicago; the Townsend and Kelley and the Vienna, Sumatra and Leonard Hanna are all at Escanaba, and will lay up there. Captain McKay left for Escanaba Tuesday. As stated in a dispatch from the "Soo," the propeller Sparta and schooner Helena of the same fleet are on Lake Superior.

At Quayles Son's shipyard the fine tow barge, Wadena, built for the Wilson Transit Line, was launched today. As she upholds the reputation Quayles Son's have earned during a long series of years as shipbuilders it is unnecessary to say at this time that she is a good one. The launch was a perfect success in every respect, although the inclement weather and the lateness of the season made a numerous attendance a question of slight moment. The keel of the Wadena was laid August 6th, and the work has been pushed along with vigor. The Wadena, as we have said, is a credit to her builders. She is 218 feet over all, 210 feet keel, 37 feet beam and 16 feet depth of hold. One of the peculiar features in her construction is a round stern. The cabin was built and set up in the shop before going aboard the barge in order to expedite matters. Captain Thomas Wilson is to be congratulated on the addition of this new barge to his already fine fleet. The keel will at once be laid for a steamer of good dimensions at Quayle Son's yard for Captain Thomas Wilson, to be completed in the spring.

At a meeting of the directors of the Cleveland Shipbuilding Company on Monday, Mr. H. D. Coffinberry was elected president, Robert Wallace vice-president and William M. Fitch secretary. At the meeting questions of moment, relative to the establishment of the new company, were considered, the principal one being that of location. It has not yet been decided where the company will build its shops and drydock. Ashtabula Harbor has been considered by the company as a favorable point and one of the advantages of one of the slips in the old river bed has been closely considered. It is the purpose of the new company to build machine shops for the building of marine engines, and the building of a basin drydock for the repair of vessels. While there is much pressure being brought to bear on the company for the location of the works at Ashtabula or Lorain, it is almost certain that it will not go out of this city for location. It is true that real estate owners offer land to them without price; it is not possible that they will leave the central point offered by Cleveland's reputation as a shipbuilding port, as the difference in time and the cost of transportation of scrap, etc., necessary in iron shipbuilding plant, would soon make the economy nominal, but it is not probable that a decision in the matter will be reached for some time. The names of the directors of the new company have been mentioned in a former issue of the RECORD; it is, therefore, not necessary to repeat them at this time.

OSWEGO.

The schooner Lem Ellsworth is ashore at Carlton Island. A large tug has tried unsuccessfully to release her. Charles W.

Vorce, one of the crew, was caught in the tow line and killed. The Ellsworth has on board 23,000 bushels of corn for Ogdensburg.

CHICAGO.

Special to the Marine Record.

The first grand ball of the Chicago Tug Pilots' Association will be held at Brands' hall, corner Clark and Erie streets, Thursday evening, December 9th. Music by Nevans & Novak. A large attendance is expected.

The Anchor line steamship Lycoming, Captain Joseph Corcoran, arrived here Friday morning with merchandise from Buffalo. Captain Corcoran reports that at 10:20 a. m. on the 25th of November when about twenty to twenty-two miles north-east of the South Manitou islands, he saw the Union line steamship H. J. Jewett, some eight or nine miles off, flying a signal of distress. He immediately bore away for her and found that she had lost her rudder and was drifting about in a helpless state. He obtained a line from her after considerable difficulty in a heavy sea and snow storm and took her in tow about 11 a. m. When off the south-east end of North Manitou island, the Jewett's tow line parted, when, as the water was smoother under the lee of the island, the Lycoming ran up alongside. Lines were got out forward and aft and he towed the Jewett to an anchorage under the South Manitou Island at 4 p. m. The captain and crew of the Jewett were greatly pleased that the Lycoming came along at the time and rendered them such valuable assistance; otherwise their splendid ship would most probably have gone ashore and some of their lives been sacrificed. Captain Corcoran took a letter from Captain Robinson, of the Jewett, to Mr. Corlett, the agent of the Union line at Milwaukee, and two tugs were sent from that port to tow her to Cheboygan, and get a rudder fixed to enable her to proceed to Buffalo where she is bound with a cargo of merchandise from this port.

The Peshtigo company's fleet, comprising the steamer Boscobel, Captain Wm. Nicholson, and six barges, have made fifty-two trips and have had a very successful season. They are now laid up.

The schooner L. B. Coates, Captain O. Hanson, will go to Manitowoc this week to lay up.

The steamship Albany, Captain Frank Williams, arrived here at 10 a. m. Monday morning with 1,500 tons of merchandise from Buffalo. She left Buffalo the Friday previous at 9 a. m., making the voyage up in a little over three days against heavy winds, seas and snow storms. The shortest trip made by the Albany this season between Buffalo and Chicago was made in two days and eighteen hours, and her longest trip three days four hours.

The tug Theseus arrived here Monday night from Buffalo. She left that port on the 11th in command of Captain Stephen E. Chatterton, and a very rough time has been experienced all the way up. She is an iron tug 70 feet over all, 16 feet beam, 8 feet depth of hold and measures 85 gross tons. Her engine is 22x20 and boiler 13x7 ft. 4 in. She was built by David Bell at Buffalo in 1882. She will go to Cairo to do towing for H. C. Towing.

The magnificent Anchor line steamship Susquehanna, Captain James Todd, arrived from Buffalo Saturday evening with 2,000 tons of coal, 800 tons of merchandise, and 300 tons of coal for her own consumption. She has a splendid appearance and has received great praise from the large number of persons who have visited and inspected her, and Captain Todd has been untiring in his efforts to explain all her excellent machinery and appliances, which are all of the most modern and improved construction and pattern. Everything about her reminds your correspondent of an ocean ship. Her stem is straight and she has a good looking bow which although not very sharp

is far from being bluff. She has considerable of a sheer and her stern and run is as handsome as a clipper yacht's. Captain Todd says she steers excellently and is a splendid sea boat in heavy weather. A full description of her dimensions, etc., have been given before in the MARINE RECORD.

The schooners Melvina and Green Bay, which arrived here last Thursday with pig iron, experienced very bad weather coming up the lake. They lost a number of their sails and were forced to throw their deck loads overboard to prevent them from foundering.

A large number of vessels have arrived since my last letter, nearly all of which have stripped and gone into winter quarters.

The Western line propeller Commodore had a narrow escape from being destroyed by fire this evening. She started down the river and was bridged for two hours above Harrison street. Shortly before 7 o'clock, and while lying in the middle of the channel, flames were discovered over her boilers, and in fifteen minutes her boiler house was entirely consumed. Prompt action on the part of Captain Gardner and his crew saved the big steamer and her cargo of merchandise. The combined value of both is not far from \$200,000. As soon as the alarm was sounded the steamer's hose was run out, and in less than two minutes her pumps were working. The boiler house, built of pine and dry as parchment, burned like powder, and the crew did splendid work in preventing the flames from spreading. The loss will not exceed \$200. The steamer was to have left for Buffalo but will be detained until she can be thoroughly examined.

BUFFALO.

Special to the Marine Record.

Navigation is about closed for the season of '86 and all who have been engaged in lake business feel pretty good. There has been more money handled this year by lake men than for several years past, and vessels, now laid up, have contracted few debts, a substantial proof of the revival of business.

Quite a number of boats and vessels will winter in Buffalo, the names and owners of which will be given later. A few more from above will arrive during the week to load with grain and will stay here.

The Nahant met with an accident which detained her here some forty-eight hours. She damaged her rudder and stern post by coming in contact with the government pier. She was obliged to unload 500 to 600 tons of her cargo of hard coal, before going into dock.

Steambarge Kasota went into dock to get new forefoot and piece of stem and bottom calked. After repairs she will be laid up here. Her consort, I. W. Adams, has already stripped.

There are two boats here loading for Chicago, the James Pickands and the Australasia. They will get away on Wednesday if the weather permits.

We are having winter weather here, and it looks anything but encouraging to lake carriers. Those who have concluded to tie up their boats have displayed much better judgment than those who are tempted by the \$1.50, free in and out. It is certainly a good freight, but let us hear how much is left when they get through. To-day at noon the limit to the season rates expired, and one-fifth is to be added for a privilege of five days, and a second five will double that rate.

The City of Cleveland is here, and after being unloaded will go to Cleveland.

The New York and Boston, of the line boats will load up here.

The Tioga and Rochester will assist the disabled steamer H. J. Jewett down.

The great log boat Wahnapiatie is here with a deck load of iron rails, to be delivered at the head of Lake Michigan. The tug Mocking Bird will tow her up, wind and weather permitting. She is a vessel of novel construction, and one of James Davidson's

great efforts as a substitute for rafting logs.

The steamer F. E. Spinner was sold on November 20 by a United States marshal for \$35,200 to S. A. Murphy for the Lake Transit line of Chicago. Murphy has failed to come forward with the money, so the marshal readvertises her for sale December 3.

The repairs on the Ohio's bottom amounted to over \$5,000. She left this morning under command of Captain Nicholson, formerly on the Nashua.

Many of the vessels now arriving will be laid up at once. Among these are the propeller Nyack, India, Araxes, Russia, Calumet, Hecla, Delaware, and the schooners M. A. Muir and Champion.

The propeller Lehigh, which left Tuesday, is the last Anchor line boat to go up from this port this fall.

The schooner Lem Ellsworth is ashore at Carlton Island. A large tug has tried, unsuccessfully, to release her. Charles W. Vorce, one of the crew, was caught in the tow line and killed. The Ellsworth has on board 23,000 bushels of corn for Ogdensburg.

WM.

DETROIT.

The steamer Oregon, owned by J. C. Gilchrist and others, of this city, bound from Buffalo to Detroit, light, was run into by the steamer Alaska, of Ashley & Mitchell's line, and damaged to such an extent that her captain beached her on Bois Blanc island to prevent her from going down in deep water. Both the Alaska and Oregon were making their last trips of the season, the former being en route to Huron, O., with a cargo of sundries, and the Oregon coming to this city to load wheat. The Alaska left Detroit at 2 a. m., and when she was clear of her wharf Captain Albert Harryman went to bed, leaving John Pender, the mate, on watch. Two hours later the steamer had passed Detroit river light, and the wheelman, Edward Fife, a new man, saw lights directly ahead and apparently within a short distance of the Alaska. The up bound craft blew two whistles, meaning that she would take the starboard side, which were responded to by the Alaska, and Mate Pender ordered Fife to starboard the wheel. The order misunderstood the latter and turned the wheel to port, heading the Alaska directly into the course of the approaching steamer. Mate Pender noticed the mistake when it was too late to avoid a collision. Immediately after the collision the steamers separated, the Alaska heading for Bar point, about two miles distant. When it was found that she was not leaking she put back to the wreck, but could not make her out on account of the darkness, and came on to Detroit, with no other damage than the loss of her stem. Her consort, the schooner Francis Palms, shipped her tow line and ran into the river under sail. The Oregon is in bad shape, badly hogged. Fifty minutes after the collision the water put out the Oregon's fires, and a tug came out from Amherstburg and beached her on Bois Blanc island. Captain Weeks blames the Alaska for the collision. She was afterward released and taken to Detroit for repairs. It seems that she is not greatly damaged.

MANISTEE.

The tug A. P. Wright went ashore three miles north of this place at 8 o'clock this morning. The crews were rescued by the Manistee life saving crew. The tug was towing the schooner A. J. Dewey when the line became entangled in her wheel. Thus disabled she drifted on the beach. Lineman Henry Danforth swam ashore at the risk of his life and procured assistance.

SAND BEACH.

The schooner James F. Joy ran ashore above Port Hope Friday night. The tug Castle and two life saving crews are working at her. She was released after jettisoning 100 tons of ore. The crew all right. She was insured in the hull pool for \$14,000.

[Continued on 5th page.]

A THANKSGIVING YARN.

When the sharp November winds were whistling around street corners, biting the ears of pedestrians, and driving the light snowfall in eccentric flurries along the thoroughfares, a group of mariners were celebrating Thanksgiving day, and cordially wishing each other plenty of prosperity on land and water in the years to come. Suddenly the doors swung open, and a figure entered which was clothed in fur from head to foot, a blue nose protruding over the collar of a very heavy overcoat. When the figure had stamped its feet several times, clapped its gloved hands, shaken the snow off, turned down the big collar, and pushed back the cap, the jovial mariners laid down their glasses, and exclaimed:

"Why, darn us, if it ain't Captain Lockwood, of Duffy's schooner, the H. P. Baldwin, so long expected! Come on, old mate; you are just in time to join us in thanksgiving operations. Pat, give the Cap. anything he wants. Where have you been with the Baldwin this month of Sundays? We thought you had gone to join the lake mermaids."

"Boys," said Captain Lockwood, after he had shaken hands all around, in true, cordial, nautical fashion, "I've sailed on the North German Ocean, the Baltic, the English Channel, and the Atlantic, more'n thirty years, man and boy, but I never had such a rough experience as I have had on these lakes in the last forty days, and if the schooner hadn't behaved first-rate I wouldn't have been here to tell the yarn. Certainly, I've got good reason to join you boys in thanksgiving. Here's luck! As I was saying, I never had such a trip before, and we've all lost many a shipmate in these last storms—leastways, I know that I have. Wish they were here with us now. But it can't be helped; we fellows have got to take our chances with wind and water. We started from Cleveland, where we made our charters, five weeks ago yesterday for Ash tubula, when down came that big gale of wind in which the Nevada was lost. On the 17th of last month we got out of Ashtabula, got struck again by bad weather, and had to run for Fairport, where we were wind-bound for twelve hours. I was beginning to be tired of our delays, and somewhat inclined to say with poor William when he was rejected by faithless Sally Brown:

"I've met with many a breeze before,
But never such a blow!"

However, I soon found there was no fun in the matter at all. We got on pretty well to Sandusky, where we had to lie four days to load. We went through the Rivers on the Sunday, and had got within about six miles of Sand Beach, when we ran right into a gale coming tearing down from the north. We couldn't stand it and turned tail and ran back to the Rivers, where we lay for twenty-four hours. Then we beat right from there by the wind until we got up to Plum Island, flying across the lake in a full gale of wind. We lay under the island for thirty-six hours. Then we ventured out, with the wind, and made westerly, getting as far as Twin River Point, where we struck the wind from the south-west. We then beat up to Cheboygan, and the gale struck the foresail with such terrific force that it split it from head to foot. We proceeded with nothing but the mainsail, three jibs and mizzen, and arrived at Racine in that fashion on the 4th of November. Then we got wind-bound again, this time for three days, but managed to reach Escanaba on Sunday. We were detained loading for five days, and claimed one day for bad weather. We left there early on Saturday morning and had fine weather until we got down to Point au Barque, and there we caught a sou'-easter, which made us run for the shelter of Charity Island, where we laid up for ten or twelve hours. When we did venture to sneak out again it was in a terrible bad fog; a fog that was thicker'n mush, boys, and about as bad as I ever saw. Well, we crept along until three o'clock Wednesday morning, when a fierce gale struck us from west-south-west, canting soon after to about west. At six o'clock rip went our staysail; and half an hour later the jib was split into smithereens. This was all bad enough, gentlemen, but it was followed by the narrowest escape that ever sailors had on these lakes. As the gale was blowing off shore, we hugged the land as closely as we could, and there we were driving along, all jibs blown away, and disabled, at the rate of twelve miles an hour by the log, and seas sweeping over us that covered the Baldwin from stern to stern and turned into ice almost as soon as they struck either man or ship, when something happened that fairly made my heart jump into my throat. The mate he saw it, too, and hoped to God we would get through all right with our lives. Looming up through the darkness was a black hull. In a few seconds more I made out that it was a steamer, and that it was evidently going to try to run across our bows. I jumped to the wheel and put the helm hard up. It was just in time. The schooner swerved a point off her course. That saved us. As the black mass crossed us I shut my eyes, expecting every fraction of a second to go to the bottom. But, thank God, the steamer cleared us by a few feet. I could have tossed a dis-

cult on board her, and if I had had a pistol I could have shot the man that put us in such deadly peril. We had nine hundred tons of iron ore on board, and if we had ever struck that steamer, at the rate we were driving before the gale, we would have cut plum through her, and not a soul of either the schooner or the steamer could possibly have been saved in the terrible sea that was running and throwing icy spray over thirty feet high. My lights were burning splendidly, and as the stranger was showing his green light I had no option but to keep on my course, so that the steamer was completely in the wrong. Gosh, but we had a narrow escape of striking kingdom come in a mighty big hurry!" exclaimed Captain Lockwood, reflectively.

"Do you know the name of the steamer?" asked one of the company.

"Well," replied the captain of the Baldwin, slowly, "I rather think she was the passenger steamer A. J. Wright, of Detroit, and if it was, and she was laden with passengers, at the time, somebody's responsibility would have been pretty heavy if anything had happened."

"How was she heading at the time, Cap?" "Well, as near as I could judge in the short time I was favored with her acquaintance, I should say she was making for Sand Beach. We ran from Point au Barque, seventy-three miles, in six hours, anchoring at the Rivers, two miles from the light-house; so that will show you the rate we were running at about the time the steamer crossed us. I got here two hours ago, and it is only necessary to tell you that bad luck accompanied us all the way, as we had to run through a succession of snow squalls and heavy winds up to the moment that we got into Cleveland harbor."

"There are other ships that have made as long a trip as the Baldwin, are there not?"

"Yes; I think the James F. Joy, the Monticello, the Little Wells, the Reuben Doud, the American Union, and the Three Brothers will all prove to have been about as long on this trip as I've been."

Captain Lockwood, notwithstanding his rough experience, has left again for one more trip to Detroit.

LIFE SAVERS AND MASTERS.

Following instructions to masters of stranded vessels, for obtaining help from the life saving service on shore, should be observed:

In the event of a vessel stranding on the coasts of the United States or of the United Kingdom, and the lives of the crew being placed in danger, assistance will, if possible, be rendered from the shore in the following manner; namely,

1. A rocket or shot with a thin line attached will be fired across the vessel. Get hold of this line as soon as possible, and when you have secured it, let one of the crew be separated from the rest, and, if in the daytime, wave his hat or his hand, or a flag or handkerchief; or, if at night, let a rocket, a blue light, or a gun be fired, or let a light be displayed over the side of the ship and be again concealed, as a signal to those on shore.

2. When you see one of the men on shore separated from the rest, wave a red flag, or (if at night) show a red light and then conceal it; haul upon the rocket line until you get a tall block with a endless fall rove through it.

3. Make the tail of the block fast to the mast about 15 feet above the deck, or if the masts are gone, to the highest secure part of the vessel. When the tail block is fast, and the rocket line unbrut from the whip, let one of the crew, separated from the rest, make the signal required by Article 1.

4. As soon as the signal is seen on shore, a hawser will be bent to the whip line, and will be hauled off to the ship by those on shore.

5. When the hawser has been got on board, the crew should at once make it fast to the same part of the ship that the tail block is made fast to, only about 18 inches higher, taking care that there are no turns of the whip line round the hawser.

6. When the hawser has been made fast on board, the signal directed to be made in Article 1, is to be repeated.

7. The men on shore will then pull the hawser taut, and by means of the whip line will haul off to the ship a sling life buoy, or life car, into which the person to be hauled ashore is to get and be made fast. When he is in, and the secure, one of the crew must be separated from the rest, and again signal to the shore, as directed in Article 1. The people on shore will then haul the person in the sling to the shore, and when he has landed will haul back the empty sling, life buoy, or life car, to the ship for others. This operation will be repeated until all persons are hauled ashore from the wrecked vessel.

8. It may sometimes happen that the state of the weather and the condition of the ship will not admit of a hawser being set up; in such cases a sling life buoy will be hauled off instead, and the shipwrecked persons will be hauled through the surf, instead of along a hawser.

Masters and crews of stranded vessels should bear in mind that success in landing them in a great measure depends upon their coolness and attention to the rules here given.

The system of signaling must be strictly adhered to; and all women, children, passengers, and helpless persons should be landed before the crew of the ship.

LEWIS' MARINE MANUAL.

"Lewis' Manual is an excellent work, and should be in the hands of all marine men."

THOS. HARBOTTLE.

Chairman Board of Examiners Masters and Mates, Toronto.

Subscribe for the MARINE RECORD.

LITERARY NOTICES.

THE ATLANTIC.—The Atlantic Monthly sustains its honorable reputation of providing high-class literature in the departments of reality and fiction. It has made no special effort to attain that "lightness" which it has somehow become the fashion to associate with the Christmas season, and, perhaps, this is just as well. Falstaff's "one half-penny worth of bread to an intolerable deal of sack" would not be a more unreasonable bill of fare than a Christmas diet of all pastry and plumpudding and no roast beef or turkey. The Atlantic has a special place to fill among our distinctively American magazines, and it does it well.

HARPER'S MAGAZINE.—It is claimed with a good deal of justice that the December number of Harper's Magazine excels its Christmas predecessors in general attractiveness. Abbey's illustrations, as usual, form a remarkable feature of the publication, and in the Editor's "Drawer" Du Maurier, Punch's London society artist, has a clever drawing in his most characteristic style of detail elaboration. General Lew Wallace has an article on "The Boyhood of Christ," upon which, as nobody knows much about the subject, his opinions are just as valuable as those of anybody else. The author of "Ben Hur," however, does not like to believe that Christ was brought up as other poor Jewish boys, and thinks that among the presents brought by the Magi to Bethlehem there was enough money to enable him to be brought up under other circumstances than those of poverty. The subject is a difficult one to handle. It does not seem to accord with the fitness of things to imagine Jesus playing leap-frog or jumping around with the boys, but General Wallace has managed throughout to treat his theme with dignity and decorum. There are a number of excellent short stories, pretty and suggestive poems, and descriptive sketches in the magazine. George William Curtis leads off the "Drawer," with a very chastely written Christmas greeting—"A Merry Christmas to All, and to All a Good-Night."

St. NICHOLAS, that most attractive of all magazines for young folks, has a most admirable Christmas number. Pretty poemettes, pretty storyettes, and entertaining and useful information—"not too bright, and good" for boyhood's "daily food"—share honors with excellent pictures. Francis Hodgson Burnett's fairy tale, "The Story of Prince Fairyfoot," promises to be as bright and clever as the same authoress' "Little Lord Fauntleroy." Those who want to know how a cyclorama is made and its marvellous realistic illusions produced, may get the information they want by turning to the illustrated article by Theodore R. Davis—"How a Great Battle Panorama is Made." The well known correspondent tells his story with a succinctness sufficient to make any boy turn his bed-room into a cyclorama manufactory.

RECORD OF VESSEL PASSAGES.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 24.—Passed down—Schooner John Wesley, Chicago to Ogdensburg.

PORT COLBORNE, Nov. 25.—Passed down—Lem Ellsworth, Chicago to Ogdensburg.

PORT COLBORNE, Nov. 26.—Passed down—Schooner W. I. Preston, Toledo to Ogdensburg; Sumana, Toledo to Ogdensburg; Oliver Mitchell, Detroit to Oswego; R. Morwood, Chicago to Prescott.

PASSED DETROIT.

DETROIT, Nov. 24.—Passed up, morning—Barge H. S. Pickands, tug Ballentine and barge Waubensene.

Afternoon—Propeller Portage, and Ferry Beckwith, tug Oswego and schooner Waukesha.

Forenoon, down—Tug Oswego, schooner A. Boddy, tug Wilcox, schooner James D. Sawyer, propeller Milwaukee, barge H. Cottrell and schooner Corsican.

Afternoon—Barge Oscoda, propeller Nyack, W. H. Stevens, Arabia, barge J. H. Farwell and consort, propeller Starucca.

DETROIT, Nov. 25.—Passed up, morning—Barges Mackinaw, Kalkaska, propeller Saginaw Valley, barge Havana and consorts, tug Colton and barge Georgie Kelley, propeller Susquehanna, tug Porter.

Afternoon—Tug International, schooner E. C. Hutchinson, H. C. Richards, barge Lady Franklin.

Morning, down—Tug Paddy Murphy, barge Fred Mercer, propeller Atlantic, barges R. P. Ranney, K. M. Forb's and consort, Otego, Waldo A. Avery and consort.

Afternoon—Tug Kate Williams, schooners J. B. Kitchen, Smith and Post, barge H. C. Schnoor, tug McKinnon and schooner H. P. Goodell, propellers Annie Young, Arizona.

DETROIT, Nov. 26.—Passed up, morning—Barge Clyde.

Afternoon—Barge J. B. Lyon and consort, propeller Alaska and schooner Annie Sherwood, tug Jessie, steambarge Bay City and three barges, tug Kate Williams, barge R. J. Hackett and consort, tug Porter.

Morning, down—Steambarge S. J. Macey and consort, Australasia and consort, Hiawatha, tug Folger and schooner A. E. Vickery, steambarge Nevada, Porter Chamberlain and three barges, tug Colton and barges Brooklyn and John Ritchie, River Queen and schooner Maria Martin.

Afternoon—Barges New Orleans, J. H. Outhwaite and consort, tug John Martin, and schooner George, propeller Jas. Pickands, tug Cushing and schooner Theo. Voges, Wm. Young.

DETROIT, Nov. 27.—Passed up, morning—Barge Thomas W. Palmer and consort, Lowell, C. J. Kershaw and D. Ballentine and consort, tug Oswego, barge Oscoda and

one barge, J. W. Westcott and barges, Middlesex, propeller Albany, barge Ohio, tug Crusader and schooner J. I. Case.

Afternoon—Tug Cushing and schooner F. Palms, tug Haight, propeller Buffalo, tug Wilcox and schooner Marengo, barge H. E. Packer.

Morning, down—Tug Oswego and one barge, tug Mocking Bird.

Afternoon—Steambarge Missouri and two barges, W. B. Hall, propeller Colorado, ferry Conger and schooner F. W. Gifford, propeller W. J. Averill, barge Forest City and consort, tug Kate Williams and schooners Three Brothers, G. C. Finney, steambarge Germania and three barges, tug Porter and schooner Hattie Wells, propeller Cuba.

DETROIT, Nov. 28.—Passed up, morning—Steambarge Ed Smith, Garden City and barges, propeller Conestoga.

Afternoon—Steambarge Veronica, tug River Queen, barge Isman and schooner Owasco.

Morning, down—Steambarge Cleveland and two barges, Propeller New York, Boston.

Afternoon—Tug Ballentine, steambarge Fred McBrier and consort, Jas. P. Donaldson and consorts, Allegheny and barges, tug Jessie and schooner Thos. L. Parker, barge H. D. Abercorn and two barges, tug International and schooner R. Dowd, Riverside, steambarge Kalkaska, City of Cleveland, J. H. Prentiss and consorts, propeller Fountain City, steambarge S. E. Sheldon and schooner Kate Winslow, Wm. Chisholm and schooner G. H. Warmington, Raleigh, D. F. Rose.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 24.—Morning, up—Steambarge T. W. Snook.

Afternoon—Tug Mystic, schooner Minnehaha.

Forenoon, down—Schooner M. E. Tremble, steambarge James Pickands.

Cleared, up, forenoon—Steambarge Geo. Spencer, schooner David Dows, tug Gladiator, schooners A. A. Carpenter, Ogarita.

Morning, down—Steambarge Raleigh, schooner Niagara.

SAULT STE MARIE, Nov. 25.—Morning, up—Propeller United Empire.

Afternoon, down—Propeller Cuba, Albert, Badger State.

In port, bound down—Schooner Geo. H. Warmington.

Cleared up, morning—Schooner Minnehaha.

SAULT STE MARIE, Nov. 26.—Forenoon, down—Propeller Campana, steambarge Wm. Chisholm, City of Cleveland, City of Rome, schooner Redwing, propeller Peerless.

Morning, up—Propeller Alpena.

Afternoon—Steambarge Egyptian and schooner Pelican.

Cleared down, morning.—"Propeller Minnie M., schooner George Warmington, in tow of William.

SAULT STE MARIE, Nov. 27.—Morning, down—Propeller Fountain City, steambarge J. H. Devereux, schooner Sophia Minch, steambarge A. Everett, schooner H. J. Webb.

Afternoon—Steambarge Iron Chief, and schooner Iron State, propeller City of Duluth.

Arrived up, afternoon—Steambarge Huron City, coal, from Buffalo.

Cleared, down—Tug Gladiator and tow.

SAULT STE MARIE, Nov. 27.—Morning, down—Propeller Ontario, steambarge Wallula, schooner San Diego, steambarge C. Tower, Jr., Escanaba, propeller Newburg, steambarge Wocoken.

Afternoon—Tug Mystic, schooner Minnehaha, Eliza Gerlach.

The tug Mystic reports the tug Gladiator with two consorts, steambarge Alpena, Egyptian, and Pelican seeking shelter under Whitefish Point.

The tug Niagara arrived down to-day, seeking three vessels of her tow. The vessels are supposed to be in Grand Island Harbor. The tug turned back to search for them.

PASSED THE STRAITS.

MACKINAW CITY, Nov. 24.—Afternoon, down—Schooner Geo. C. Finney.

Morning, up—Propeller Rochester, Tacoma, M. M. Drake.

Afternoon—W. L. Wetmore, Simon Langell and two consorts, Nipigon and two consorts, schooner Itasca.

MACKINAW CITY, Nov. 25.—Morning, down—Propeller Canisteo and consorts, Waverly and schooner P. B. Locke, Three Brothers.

Afternoon—Propeller Montana.

Morning, up—Propeller Commodore, Chicago, schooner Itasca, propellers Iron Age, Republic.

Afternoon—Oceanica, and schooner J. H. Mead, propeller Harry E. Packer, schooner Elgin, propeller B. W. Blanchard, schooner F. L. Danforth.

MACKINAW CITY, Nov. 26.—Morning, down—Schooner Thomas L. Parker, Riverside, propeller S. E. Sheldon and consort.

Afternoon—New York and schooner Conuello.

Afternoon, up—Propeller Susquehanna.

MACKINAW CITY, Nov. 27.—Morning, down—Propeller Nashua and three barges, schooner Our Son, J. B. Gardner.

Morning, up—Propeller Tioga.

Afternoon—Propellers Portage, Clyde.

In harbor—Propeller Onelda, schooner F. A. Georger and H. Fitzhugh. The schooner Unadilla is on her way to Port Huron in tow of the tug Sweepstakes. There is no ice in the straits yet.

MACKINAW CITY, Nov. 28.—Morning, down—Anchor line boat, Juniata and consort.

Afternoon—W. A. Haskell, Walter L. Frost, schooner Barbarian.

Morning, up—Propeller John B. Lyon with schooner John M. Hutchinson, Isaac May and one barge, Albany.

The schooner F. A. Georger got away during the night and the propeller Onelda left, bound down, at 6:30 this morning. In harbor—Propeller Vienna and consort, schooner Scotia, Granger and two others.

[Continued on 4th page.]

THE DULUTH HARBOR.

The Lake Superior News says: The committee of the chamber of commerce which was appointed to consider matters pertaining to the improvement of Duluth harbor made report some time ago and such report was considered at a meeting of the chamber, the mayor and common council, the United States engineers, and citizens interested being invited to be present.

Captain Quinn was present and stated that the secretary of war would not approve the expenditure of any portion of the appropriation now available until the dock line question was settled. It was also represented that the present appropriation would be covered back into the treasury with no possible show for further appropriation unless an agreement was reached, and whatever plan was adopted would become a part of an elaborate system of improvements. The captain said he had talked with members of the city council, with vessel owners and masters, and with vessel men of every class; he had heard the statements of property owners on both Rice's and Minnesota points, and, bearing in mind the necessities of commerce and the interests of the government without making any recommendation or seeking to influence the action of this or any other body, he had, at the request of the committee, drawn the map accompanying this report, indicating lines that seemed to be most likely to be acceptable to all parties in interest.

The map prepared by Captain Quinn suggests an extension of the dock line on the east side of Rice's Point to within one thousand feet of the center of the harbor, with a corresponding extension on the west side of Minnesota Point, leaving the harbor two thousand feet wide and one and three quarters of a mile long, containing about six hundred acres.

Following is a copy of letter from committee chamber of commerce, Duluth, Minn.: DULUTH, MINN., April 16, 1886.

Dear Sir: The undersigned, a committee of the chamber of commerce of Duluth, appointed to consider the matter of harbor improvements, beg leave respectfully to recommend and request, in behalf of the chamber of commerce and citizens of Duluth, that whatever money may be available for improvements in the harbor of Duluth for the current year be expended; first, in removing any bars that may have formed in the dredged portion of the harbor; and second, in enlarging the basin of the harbor so as to give more room for vessels to ride at anchor, and respectfully submit the following as reasons for such recommendation:

1. Our commerce during the past season increased to such an extent that vessels were not unfrequently obliged to wait for an opportunity to unload at the docks and to load at the elevators, and in the meantime to ride at anchor in the basin. At one time during the last season there were thirty-two vessels in the harbor. The large amount of grain in our elevators and the large amount of ore being mined by the Minnesota Iron company for shipment east, led us to confidently expect a large increase in the number of vessels entering our harbor this season over last.

2. Our harbor is essentially a harbor of refuge, and the only one accessible within eighty miles of the south shore, and the only one on the north shore; and it seems to us necessary that the basin of our harbor should be so enlarged that fleets of vessels bound eastward or westward, may, in a storm, run into our harbor and come to an anchor without fear of colliding with other vessels. In the past season we have seen the necessity of this, as on some occasions in northeast storms as many as twenty-nine vessels in one night have made our harbor for safe shelter, and with the increase of the commerce on Lake Superior such instances will be more frequent, and we should provide for such emergency.

3. We do not deem it advisable that any money should be expended the present season in dredging a channel along the east side of Rice's Point, because there is no such immediate urgent necessity for this as for the enlargement of the basin, and because we are very desirous of securing a change of the dock line along the east side of Rice's Point before any money is expended on that channel; and it is our purpose to procure legislation at the next session of congress authorizing such change, with the consent of the secretary of war and engineer department.

Hoping our recommendations may meet your approval, we are, major, very respectfully, your obedient servants,

O. P. STEARNS,
J. D. ENSIGN,
L. MENDENHALL,
ALEX. McDUGALL,
WM. W. BILLSON,

MAJ. CHAS. J. ALLEN,
United States Engineer.

THE CENTURY.—In the Century the place of honor is occupied by an article on the "Life of Lincoln." Messrs. Nicolay and Hay, the authors, evidently endeavor to write a plain narrative of a famous but plain man. They have not hesitated to point out the shortcomings of their subject, and this departure from the habit of making so-called biographies simply indiscriminating laudations is peculiarly refreshing in the case of the President emancipator. The article on the "Food Question in America and Europe," by Edward Atkinson, is a valuable contribution to the science of social economics. "The Second Day at Gettysburg" is, from a certain point of view, interesting; but the general public are beginning to think that not one of the least unfortunate legacies of the Rebellion is an outbreak of war literature which threatens to become endemic. Howell's story, "The Minister's Charge," has come to a conclusion, and Stockton's "Hundredth Man" is sensibly becoming more deeply interesting. The serious poems and Brice-a-Brac are quite up to the average of Century poetry.

CAPT. GEO. A. SIMPSON,
Compass Adjuster,
COMPASSES, BAROMETERS, PATENT LOGS
AND MARINE GLASSES REPAIRED,
Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses.

161 River St., Cleveland, O.

Vesselmen
SHOULD HAVE
OUR MARINE LAW BOOK.

ON
Seamen, Freight, Towing, Collisions, General Average, Duties of Seamen, Masters & Owners, Bill of Lading, Wages, &c.

WINDLASS FOR SALE.

The undersigned have a Hadfield Patent windlass, for a one and three-eighths inch bar chain for sale cheap.

JOHNSON & BATES

927 Erie St., Racine, Wis.

THE INTER OCEAN
OF CHICAGO

In Circulation and Political Influence is the
Leading Republican Newspaper
IN THE NORTHWEST.

THE INTER OCEAN has from the beginning been the defender of the institutions and American ideas. It is the advocate of equal rights for all before the law, of protection to American labor, and of the idea that America is for Americans—not necessarily Americans by birth, but true citizens of the Republic. It believes in the West and Western men, holds to the idea that the future seat of empire will be in the Mississippi Valley, and is bold and aggressive in its opposition to the unholy alliance between the money changers of New York City and the States lately in rebellion.

THE INTER OCEAN is earnestly in favor of the Republican party because it believes the principles of that party are correct, and that, honestly carried out, they will best protect the rights and advance the interests of the whole people. It is not, however, a blind follower, but is always ready to denounce Republican wrong-doing, either in high or low places.

THE INTER OCEAN has always maintained that the Nation is under an obligation to the soldiers of the late war, who jeopardized their lives to protect it from armed treason, which it can never repay, and, consequently, has advocated the establishment of Soldiers' Homes and the enactment of such pension laws as would leave no disabled veteran in want.

As a Newspaper THE INTER OCEAN is not excelled in the United States. Aside from the service of the Associated Press, in which it holds a membership, it keeps a large body of Special Correspondents, both in this country and in the Old World, and has SPECIAL LEASED TELEGRAPHIC WIRES connecting its Chicago office with WASHINGTON and NEW YORK, in both of which cities it has SPECIAL NEWS BUREAUS and maintains Branch Offices.

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THE INTER OCEAN,
85 Madison St., Chicago.

GOLD

Fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from \$5 to \$25 per day. Some have earned over \$50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

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Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m. the time given in the figures below is the new standard (Nineteenth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	8:55 A M	8:15 A M
No 8, N. Y. & A- Express.....	8:25 A M	8:55 A M
No 26, Elyria Accommodation.....	7:45 A M	8:15 A M
No 24, Buffalo Ac'm via Sandusky.....	10:30 A M	10:45 A M
No 10, New York "Flyer".....	12:00 P M	12:15 P M
No 12, N. Y. & B Fast Express.....	2:10 P M	2:45 P M
No 2, Night Ex. via Norwalk.....	9:40 P M	10:00 P M
No 22, Night Ex. via Sandusky.....	9:40 P M	10:00 P M
No 26, Conneaut Accommodation.....	1:25 P M	1:40 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12:15 A M	12:25 A M
No 23, Cleveland Expre.....	12:15 A M	12:25 A M
No 8, Chicago Express via " ".....	6:20 A M	6:35 A M
No 25, Mich Accom Norwalk.....	10:30 A M	10:45 A M
No 21, Toledo Ex. via Norwalk.....	11:50 P M	12:20 P M
No 5, St. Louis Ex via Sandusky.....	10:45 P M	10:50 P M
No 9, Chi. Pac Ex via Norwalk.....	6:15 P M	6:40 P M
No 31, Elyria ac to Elyria only.....	14:30 P M	14:40 P M
No 27, Conneaut Accommodation.....	7:10 A M	7:25 A M

Sunday train for Nottingham—Depart 8:45 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

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Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive	Depart.
Buffalo Passenger.....	10:40 A M	10:45 A M
Chicago Passenger.....	9:00 P M	9:05 P M
Local Freight.....	4:40 A M	4:45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger.....	6:45 A M	6:50 A M
Posterior Passenger.....	3:45 P M	4:51 P M
Local Freight.....	5:00 P M	5:50 P M

ROCKY RIVER ACCOMMODATION.

Depart—7:40 a. m., 1:35 p. m.

EUCLID ACCOMMODATION.

Depart—6:24 a. m., 9:10 a. m., 5:05 p. m.

Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at lowest rates for any class of tickets desired. Baggage checked to destination.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

DECEMBER

THE GRAIN ELEVATOR MYSTERY

Upon a number of occasions the MARINE RECORD has called attention to the serious question of shortages in grain cargoes which are unloaded at Buffalo from upper lake ports. To say the least, it was mysterious how a cargo, loaded at any of the lake ports under the supervision of properly qualified tallymen, and certified to consist of so many bushels, shrank whenever it came in contact with a Buffalo elevator. On the 22d of last October, V. D. Nickerson, Duluth, wrote to the RECORD, describing the extraordinary care with which grain was weighed into vessels at that port, but nevertheless, somehow or other, the cargo, upon its arrival at a Buffalo elevator, was liable to be anywhere from 60 to 722 bushels short. The RECORD received ample testimony of a similar description. As vessel owners were liable, under a hide-bound agreement which was upset last March by Judge Brown, Detroit, for all shortages reported, the disappearance regularly of hundreds of thousands of bushels at Buffalo became a question of very serious importance to lake carriers. Grain was beginning to be to them a cargo to be avoided, if not positively dreaded. They knew that by some occult means, and no matter how careful they might be, a certain quantity of grain would disappear as soon as it had anything to do with Buffalo. They knew also that as they were held responsible for shortages they might carry to Buffalo a cargo of grain at a dead loss from any port on the lakes. Where the grain went to when it reached Buffalo nobody could tell. Whether it disappeared in thin air, or percolated through the bottom of the hold, or deposited itself comfortably in the capacious pockets of the crews, was a question which no vessel master felt qualified to determine. All he knew was that when his cargo of grain reached Buffalo some invisible agency was bound to scoop up and disappear with a considerable quantity of it. Therefore he shunned grain cargoes invoiced for Buffalo. He never felt quite sure, if he took such a cargo, that the grain would not own him and the ship before he managed to escape again out of Buffalo creek.

Light, however, has come out of the east, as usual—*ex Oriente lux*. A systematic plan of grain robbery has been discovered in connection with the Richmond elevator, and the Buffalo papers are naturally very full of the subject. They do not seem to see that the disclosures connected with the grain robberies at the Richmond elevator have a most important interest for the entire grain-carrying trade of the lakes. Buffalo has managed to prove not only how robberies have been committed in one of her elevators, but, inferentially, how she has been systematically robbing others for many years. So far as the cereal carrying trade was concerned, Buffalo was the harpy of the lakes. The revelations made in connection with the Richmond elevator are of immense value to the whole maritime public in this part of the world, and will go far to

destroy that tyranny which compelled vessel owners to pay for shortages which they could not account for, but for which they felt perfectly satisfied they were neither morally or legally responsible.

In the district court of the United States for the eastern district of Michigan, Judge Brown a few months ago, in deciding the case of Robert Law vs. John E. Botsford and others, struck the first blow at the tyranny which bound vessel owners to pay for shortages due, as is now apparent, to the systematized work of Buffalo thieves. The case was a remarkable one, inasmuch as it was about the first stand made against the monstrous custom of holding a vessel owner responsible for the delivery of cargoes which were specified in the bill of lading, but not, as a matter of fact, placed upon his hull. As a rule, the old bills of lading stipulated that the amount stated in them should be conclusive as between shippers and carriers—that is to say, that a carrier might be held responsible for the delivery of cargo which he never received, or, if he did receive it, for cargo which was afterward stolen by the Buffalo elevator gang. In this way a bill of lading might be brought up against a master although, perhaps, never a bushel mentioned in it, was ever placed on board, or, if put on board, was afterward stolen at the Buffalo elevator. Judge Brown held that such a contract could not be binding upon a vessel owner. The master might sign it at his own risk, but he had no right, so far as the responsibility of the owner was concerned, to sign it before the cargo specified in the bill of lading was on board and consigned to his care for delivery. In like manner, it was held, and held rightly, that a carrier could be made responsible only for what cargo he received and not for what might be set down in the bill of lading by the owner or owners of the cargo. If carriers followed this ruling, it would protect them from paying for the rascalities perpetrated by the Buffalo elevator workers. A master might exercise all the possible care in the world in order to prevent a cargo of grain from being tampered with, but he could not justly be held responsible for that cargo after it was manipulated through a Buffalo elevator. Shortages, under the old hide-bound bill of lading, amounted to a most unjust discrimination against the carriers. Just how unfair the discrimination was the Buffalo grain stealing exposure shows. Practically, vessel owners were paying for the rascality practiced in Buffalo elevators. It is to be hoped they will do so no longer—that they will in future insist upon a bill of lading which shall hold them responsible only for what grain they receive and for what grain they deliver before an elevator at Buffalo or any where else has a chance of manipulating it.

Mr. James McCredie, manager of the Richmond estate at Buffalo, regrets that the systematic robbery practiced for years at the Richmond elevator has been made public because "the general impression made among western operators and forwarders will be one of distrust toward all the Buffalo elevators." The RECORD has to differ very seriously from Mr. McCredie. It is a good thing, and not a misfortune, for the whole western grain trade that the rascalities practiced in at least one Buffalo elevator have at last been exposed. Lake grain carriers have long suspected that there was something wrong with the Buffalo elevators. Now they know it as a fact. Vessel owners will now be justified to the fullest extent in demanding from shippers a fair bill of lading, which shall hold them responsible for grain as it is measured from the hold and not after it has passed through a Buffalo elevator. If this were done there would soon be a satisfactory diminution of the curse of unjust shortages.

Mr. McCredie says—and from his thirty years connection with the Richmond elevator he certainly ought to know—that it is a very easy matter, provided the man in charge were in the scheme, to steal small lots of grain from any elevator. A boat could be taken from one elevator to another and fully loaded in this way, and then the cargo could be stored at any particular elevator, and sold whenever it was found convenient to do so. The elevator gentry have numerous ways of stealing grain. In loading give them a flaw in the shutes through which grain will drop, and in time there will be quite a handsome little pile of "overflow" or "overrun." This process repeated upon every barge would soon result in producing a cargo which could very easily be got rid of as "damaged grain" through convenient brokers, who are little else than unconvicted "fences" of stolen goods in the shape of cereals. Colonel John Byrne, who has been doing detective work upon the Richmond elevator grain-stealing business, estimates that in two years the aggregate

amount of grain, pilfered systematically, in small or great quantities as the case might be, was over 10,000 bushels. Now, that is only one elevator, be it remembered. There can be little doubt that the convenient "overrun" business is conducted by the employees of other Buffalo elevators, and if they all steal in the same proportion millions of bushels must have been paid for as "shortage" by vessel owners who had really performed their contract honestly and thoroughly. This systematized stealing is a serious tax upon the grain carrying lake trade, and it is to be hoped that when John A. Campbell, of the grain and commission firm of Campbell & J. Rutcliffe; John Kennedy, of the firm of Kennedy, Pfohl & Co., dealers in damaged grain; Andrew Egather, of the firm of Andrew Egather & Co., forwarding and commission merchants; and Henry P. Elmslie, overseer of the Richmond elevator—all of whom have been indicted in Buffalo—are placed on trial, ample evidence of Buffalo elevator rascality will be forthcoming, so that carriers will know how to form bills of lading which shall not place them at the mercy of a pack of elevator thieves who flourish on an iniquitous custom of "shortages."

THE WEATHER BUREAU.

Washington dispatches announce that General W. B. Hazen has sent in to the secretary of war his annual report of the weather bureau during the last fiscal year. As usual, it is an interesting and valuable report. Since the establishment of the meteorological department, the science of meteorology has made enormous strides. It is no longer a mere theoretical and speculative subject, worked upon by scientists provided with plenty of time and money. It is a practical blessing to the people of the United States. By its aid the laws governing storms have been recognized with great accuracy, as may be judged from the fact that out of 1065 cold wave signals sent out last year, 911, or over 85 per cent, were correct forecasts of the weather. The value of these warnings can not be estimated by mere figures. Lives and property to an incalculable extent were doubtless saved through their agency. So trustworthy have they become that it is unsafe to disregard them. Had it been possible, during the last fortnight, for all the vessels that were caught in the hurricane which swept from Superior to Ontario, to give due heed to the storm signals issued from the weather bureau, many a vessel would not now be lying at the bottom of the lakes, and many a brave seaman's life would have been spared to face the elements under happier auspices. It is by no means only to our mercantile marine that the federal signal service is valuable. As an example, for instance, of the value of the flood signals issued by General Hazen's department, an experience of the residents along the Cumberland river is eloquent. During March and April signals of approaching floods were issued throughout Tennessee. The result was that at one point alone, Nashville, property valued roughly at \$128,000 was saved. The expense to the government in communicating the flood warnings was only \$27.80. In that single instance the weather bureau paid for itself many times over.

As the years roll on, the work of the weather bureau will be extended. At present the cold wave signals are displayed by orders from the central office in Washington at 290 cities and towns, and from these points are distributed by telephone, telegraph and railways to 20,000 additional stations. The number of signal stations in operation at the end of June was 452. In addition, by co-operation with the Canadian meteorological service, reports are received from twenty-four Canadian stations, so that through this wise precaution the central office at Washington is able to issue warnings of storms brewing in northwestern Manitoba, and ready to burst across the territory of the states. General Hazen's department has also established co-operative relations with foreign meteorological bureaus, so that in his annual report he has been enabled to embody reports from 294 foreign weather stations and 616 naval and merchant marine vessels. From these reports valuable deductions by scientists have been made with respect to the general meteorological conditions of the whole globe and their relations noted to the meteorological phenomena of this continent. The work done by the weather bureau, and the broad results achieved, are briefly summarized by General Hazen:

"Many very important laws have been recently deduced theoretically, and confirmed by observation and experiment, solar and terrestrial radiation, the conditions determining temperature, the relations between the amount of solar heat received by different parts of the earth's surface and the cor-

responding resulting temperature, the effect of the deflecting force of the earth's rotation on the mechanics of the atmosphere, and the theory of the general motion of the atmosphere, and of cyclones, tornadoes, etc., are subjects which have recently received much attention."

The comprehension of these natural laws means, of course, the saving of life and property to an incalculable extent. That is the practical result of the work carried on by the weather bureau at Washington.

In order to elevate the character of the signal service, General Hazen will endeavor to secure young men whose education will qualify them for making scientific observations. The military service has hitherto done the bulk of the signalling in the interior of the states, with the result of effecting a great saving to the government. During General Miles' recent campaign against the Geronimo, put west, his officers made a number of valuable observations. Of course, these men, with their West Point education, were exceptionally well qualified for making scientific observations, and it will be General Hazen's endeavor to attract to the observation service the best educated men available. Of three hundred and eighty-seven enlistments made during the last five years ninety-seven were college bred men. The result has shown itself in the immense improvement in the character and scope of the observations made through the country. In order to extend the operations of the cold wave signal branch of the meteorological department, General Hazen asks congress for an extra appropriation of \$5,000, and it is to be hoped he will get it, for there is no part of the work done by his bureau more popular than the weather forecasts. When the citizen gets his morning paper, he does not put it aside without looking at the official weather indications. General Hazen also wants an appropriation of \$10,000 for the extension of the system of warnings by the display of flags—a feature of the signal service which gives to many cities and towns the advantages of a signal station without expense to the government. Congress might do much worse than make the desired appropriation, for there are few departments of the government more valuable to the public than the meteorological department.

There is one feature of General Hazen's report which has a peculiar interest for the mercantile marine of the great lake system. He recommends a considerable addition to the cautionary stations on the lakes, on the ground that experience has proved the necessity of such an extension. Almost at the moment the chief signal officer was forwarding his annual report to the secretary of war, circumstances were occurring on the lakes which demonstrated the fact that not only are more cautionary points needed but also more life-saving stations. These two institutions are almost inseparable. The work done by the life-savers was excellent during the recent storms, but that they had more to do than they could accomplish is proven by the fact that on Lake Superior one crew had to ride one hundred miles by rail before they could reach certain wrecks, while on Michigan another crew had to spend hours in toiling through snow, sand, and ice to the scene of a wreck and then arrived too late to be of any service. The increasing tonnage on the lakes ought to be accompanied by an extension of every means possible for protecting life. Not only should the additional cautionary stations, recommended by General Hazen, be erected and equipped, but the treasury department should also effect a proportionate increase in the number of life-saving stations on the lakes.

LIFE SAVING ON THE LAKES.

In the issue of the MARINE RECORD which contained the article quoted from by Superintendent Kimball deserved commendation was given to the life savers of Frankfort, Portage, and Sturgeon Bay, for their gallantry in rescues and attempted rescues. The fact that the crews of those stations were compelled to travel great distances in order to reach the scenes of the several wrecks shows that the stations on the lakes are too far apart, and the RECORD has been diligent in its efforts to have other stations established. It was not our purpose to reflect on the apparatus with which the stations now in existence are provided, (and we can not compliment the bureau too highly), but to direct attention to the fact that the stations were too far removed from each other, and that with the poor facilities for transportation offered it would at times be next to impossible for a crew of life savers to reach the scene of a wreck in time to save life. In citing the location of the Cleveland station, on the west side of the river, we are obliged to say that it is in the wrong place; that is, the casualties at this port occur on the shore at the east of the

mouth of the river, and in order to effect a rescue the crew must transport their apparatus across a single track trestle bridge or go around a distance of several miles in order to be of use to the victims of a storm.

TREASURY DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT
U. S. LIFE SAVING SERVICE,
WASHINGTON, D. C., Nov. 29, 1886.

I notice an article in your paper of the 25th instant, under the caption "Sorrow on the Water," in which it is stated with reference to the recent disastrous wrecks upon the lakes, that: "There is one point in connection with the week's long chain of disasters to which the attention of the Treasury Department ought to be called. It is claimed, and apparently with good reason, that many lives were lost on account of the scarcity of life saving apparatus. There can be no excuse for such a state of matters. The carelessness which leaves any of the life saving stations without all the necessary life saving apparatus, at this time of the year, is nothing short of criminal negligence," etc., etc.

You have evidently been misled by a dispatch which I have seen published in the Inter-Ocean, dated Marquette, Mich., November 18th, in which, after stating the dangerous situation of the steambarge Wallace and her consort, at Chocolay Beach, and the existence of a rumor that several vessels were ashore at Presque Isle, there is added the statement that "many lives were being lost on account of the scarcity of the life saving apparatus,"—the quoted words being identical with those in your article.

There is no life saving station within a hundred miles of Marquette, and what the dispatch means to complain of is evidently the absence of life saving stations with their apparatus, and not that any existing life saving station is deficient in apparatus. No complaint of the lack of apparatus at any stations has ever reached me since the establishment of the present system in 1871, and it is a fact that every station in commission is amply supplied with the most approved modern appliances.

It is gratifying for me to be able to tell you that during the terrible gale in question not a life was lost within the field of station operations, but many brilliant rescues were effected at distances far beyond their legitimate scope. For instance, one of the crews on the west shore of Lake Michigan, Sturgeon Bay canal, traveled a distance of thirty miles with their apparatus over fearful roads and saved several lives, and even the people imperiled upon the barge Wallace and her consort, twenty-four in number, were rescued, after the futile efforts of the local residents, in which several nearly perished, by the brilliant expedition of the crew of the ship canal life saving station made by water and rail from that place to Marquette, a distance of one hundred and ten miles.

In the face of such a record I know you will be glad to correct your statement, in justice to a service which you have heretofore so often highly commended. I need hardly remind you that the absence of stations where they are needed is not the fault of the Treasury Department, and that they can only be established at points authorized specifically by law.

Yours respectfully, S. I. KIMBALL,
General Superintendent.

THE petty world of dime museums and horror-seekers is richer by at least two tools than it was a week ago. A young woman named Sadie Allen, in company with a man named George Hazlett, went through the Whirlpool Rapids at Niagara on Sunday, enclosed in a barrel. Hazlett had been through the rapids before in a similar vehicle, but as it was the young lady's first venture in these waters it is not astonishing that she was very "sea-sick." The fool that fired the Ephesian dome, the fool that leaped into the crater of a volcano in order that the world might think he was immortal but whose poor humanity was betrayed by his shoes being belched out, are historical, but they have left an innumerable progeny who inherit their characteristics. Sadie is undoubtedly one of them; Hazlett is another; so is Mr. Donovan, the Suspension Bridge jumper. They are scarcely entitled to a niche in the temple of fame, but there must certainly be vacant places ready for them in the museums of the country. Sadie is just hankering to be gazed upon by the public at ten cents a head.

ST. CLAIR SHIP CANAL.

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., November 29, 1886. Sealed proposals for furnishing all materials and labor and constructing revetment at St. Clair ship canal, Michigan, will be received in triplicate, at this office, until 2 p. m., December 30, 1886, and then publicly opened. For further particulars apply at this office.

O. M. POE, Lieut.-Col. of Engineers,
Brevet Brig.-Gen. U. S. A.

NEW WINDLASSES.

The American Ship Windlass Company, of Providence, R. I., have received the following orders since our last report, viz:

For steamer No. 77, building by Detroit Drydock Company, for Captain Peck and others, a Providence steam capstan aft.

For steamer No. 78 building by Detroit Drydock Company, for Captain Peck and others, a Providence steam capstan windlass and a Providence steam capstan aft.

For steamer No. 79, building by Detroit Drydock Company, a Providence capstan windlass of latest style.

For steamer building by Globe Iron Works, at Cleveland, for the Mutual Transportation Company of Cleveland, a Providence steam capstan to go aft, in addition to the steam windlass and steam capstan previously mentioned for steamer building by same parties for Captain Peck, of Detroit, and H. H. Brown, of Cleveland.

For yacht building by Houston & Woodbridge, Linwood, Pa., a Providence vertical steam yacht windlass.

For schooner about starting by Henry Sutton, New Haven, Ct., a Providence capstan windlass with T. J. Southard & Sons, patent messenger chain windlass, which have become so popular with masters of coasting schooners.

A Providence pump brake windlass, new style, with Grater's patent clamp and wrought iron toggle for barque Kennard, of Boston to replace a wood windlass.

For revenue cutter Gallatin at Boston, to replace her present windlass, a Providence pump brake windlass, new style with Emery & Cheney's patent rubber stoppers.

For ship Lornty, owned by L. G. Burnham & Company, Boston, now at New York, being fitted for a coal barge, a Providence steam pump brake new style.

The immense amount of work now under way at the shops of the American Ship Windlass Company is proof positive that their windlasses and capstans are taking the place of all others in the market, and that the merits of the machine are acknowledged by all vessel owners and masters. The house now has more orders on the books than at any one time since it was established, in 1857.

TRULY BENEFICIAL.

To the Editor of the Marine Record.

Mr. Gibson, a marine engineer and chief engineer of the Hiawatha, met with an accident which caused his death. He had his left arm jammed by a collision of the tug Justice Field, and died in four days from blood poisoning. He left a wife and three children to mourn him. They were depending on him for support, and there being a small payment on the homestead due, I started a subscription list to raise money to clear this debt, so as to leave the widow clear. One of the brothers of No. 2 of Cleveland, John Thompson, volunteered to assist, and he has done nobly, as he has paid to me \$252 and says he thinks he will be able to raise \$50.00 more. I collected \$71, making in all \$323, which I deposited in the Detroit saving bank to the widow's credit, and on Thanksgiving I handed her the bankbook. Tears were her only thanks, as her heart was too full for more. I am informed that the engineers of Buffalo collected 50 dollars which they sent direct to the widow. This is one of the benefits of the Marine Engineers' Association. Jas. H. REID, Chief Engineer of the steamer City of Cleveland.

"TEARS were her only thanks." That is what Chief Engineer Reid writes about the widow of Wm. Gibson, the chief engineer of the Hiawatha, who was killed in a collision with the Justice Field. A small subscription had been taken up for her by the boys. The widow has three children. "Tears were her only thanks." Nothing more eloquent could have been written by Brother Reid. A dear thing is charity, and even sweeter is the just recognition of the fact in such words as these—"tears were her only thanks."

THE government is good enough to place buoys on the lakes in the fair season, but it is evidently very poor economy to take them up just when they are most needed—that is, in the fall, when storms begin to brew. It is true that when the ice breaks up the buoys are liable to be swept away, but what matters a buoy or two if their absence is the cause of loss of life? It is undoubtedly the case that the practice of removing the buoys at the beginning of the bad weather is fraught with danger to the mercantile marine, and less parsimony and more consideration for the welfare of lake sailors would be appreciated by a large community who believe that one life saved is worth innumerable buoys.

LOCAL SLEEPER TO NEW YORK ON THE LAKE SHORE "FLYER."

An elegant new sleeping car has been put on the famous Lake Shore Flyer leaving here daily at 12 o'clock noon, arriving in New York city at 7:30 next morning. This train, with its elegant new dining and sleeping cars, is without question the finest

New York train out of Cleveland. Sleeping car accommodations secured in advance by calling at the City Ticket Office, Superior street.

[Vessel Passages Continued from 2d Page.]

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 29.—Passed, down—Schooner Nassau, Chicago to Ogdensburg; schooner Gulnair, Toledo to Hamilton; A. E. Vickery, Chicago to Ogdensburg; steambarge Sir S. L. Tilley, and consorts, Toledo to Kingston.

PORT COLBORNE, Nov. 30.—Passed down—Steamship W. J. Averill, Chicago to Ogdensburg; schooner Maggie McRae, Windsor to Toronto; tug McArthur, Windsor to Toronto.

PORT COLBORNE, Dec. 1.—Passed down—Schooner G. C. Finney, Chicago to Ogdensburg; steambarge Lothair and consort, and tug Mocking Bird and barge Wahnapatie, bound up the lake, ran in here for shelter.

PASSED DETROIT.

DETROIT, Nov. 29.—Passed up, morning—Propeller Syracuse, barge Cormorant and consorts, E. B. Hale, tug Jessie, barge Tempest and three barges, propeller Avon.

Afternoon—Propeller Lehigh, barges W. H. Barnum, Australasia.

Forenoon, down—Propeller Nebraska. Afternoon—Tug Kittie Haight, schooner P. B. Locke, propeller Waverly and schooners F. Palm, J. T. Johnson, Vanderbilt, barge Mary Pringle, propellers Wissahickon, J. H. Devereux and schooner S. Minch, Yosemite and one barge, Nashua and three barges, propeller Oneida, tug Castle and schooners Our Son, Jas. F. Joy, J. S. Richards, barge Annie Smith and consort.

DETROIT, Nov. 30.—Passed up, morning—Tug Shoo Fly and Polly M. Rogers, barge Nahant, tug John Owen and schooners Michigan, and E. A. Nicholson, barges B. W. Arnold, Kate Butteroni and consort.

Afternoon—Tugs International, Oneida and schooner Colonel Cook, steambarge M. Sicken and two barges, Gratwick and two barges.

Morning, down—Barges A. L. Hopkins, C. Tower, Jr., propeller Juniata and consort, Walter L. Frost, W. A. Haskell.

Afternoon—Barge Columbia, Wallula and schooner San Diego, Argonaut tug Crusader, propellers St. Paul, Arctic, Newburg.

DETROIT, Dec. 1.—Passed up, morning—Barge Schoolcraft and schooner Wm. Home, H. S. Hubbell and one barge, tug Record and two barges, steambarge A. A. Turner and one barge, C. F. Curtis and three barges, Inter Ocean, D. F. Rose, J. H. Farwell and consorts, schooner Dauntless.

Afternoon—Barge Cumberland, tug International and schooners Penokee, N. C. West.

Morning, down—Tug Wilcox, steamship Campana.

Afternoon—Steambarge Benton and two barges, tug John Martin.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 30.—Afternoon, down—Steambarge George Spencer.

Two vessels of the tug Niagara's tow and steambarge Snook are at anchor in Waisky Bay. The ice was four inches thick in Mud Lake Monday.

The crews of vessels in winter quarters here are going by overland route to St. Ignace.

PASSED THE STRAITS.

MACKINAW CITY, Nov. 29.—Afternoon, down—Tug Reid with schooner H. D. Alverson and one other.

Morning, up—Propellers Buffalo, Alaska with schooner, Harry E. Packer, schooner Higgle, propeller Escanaba, T. W. Palmer and consort.

Afternoon—Schooner Waukesha, propeller R. J. Hackett and consort, Ohio, Vienna and consort, schooners Scotia, Granger, Mineral State, and Emma C. Hutchinson.

MACKINAW CITY, Nov. 30.—Morning, down—Propeller Business, Conemaugh.

Afternoon—Propeller Clarion.

Morning up—Conestoga, propeller Syracuse.

Afternoon—Propeller Lehigh.

The tugs Hagerman and Welcome left at noon for Milwaukee. No ice in the straits, although snow has fallen nearly all day, but it has cleared off.

MACKINAW CITY, Dec. 1.—Morning, down—Tug Samson with schooners S. L. Watson and Queen City.

Afternoon—Onoko.

Morning, up—Propeller Starucca.

In harbor—Propellers E. B. Hale, D. Ballentine, Veronica, Fred Mercer, W. H. Barnum, John F. Edly, Avon, C. J. Kershaw, and H. J. Jewett, schooners Ahira Cobb, Northwest and H. W. Sage.

Around the Lakes Continued from 1st Page.]

LUDINGTON.

At daylight Monday morning a schooner passed Ludington and when off Point Au Sauble, she hoisted a flag at half-mast. The Point Au Sauble life boat went out, but when the boat was 500 yards out the flag went to the masthead. The lifeboat attempted to turn and was capsized. The crew clung to the boat, which did not regain an upright position, but drifted ashore. Three of the crew lost their lives. Captain Flynn and Orrin Hatch died from exposure, and John Smith was caught under the boat and drowned. The schooner kept on her course.

OWEN SOUND.

The Canadian Pacific boats Alberta and Athabasca have had a very successful season. They have each made twenty-eight round trips between Owen Sound and Port Arthur. Both are now in harbor here and

are being laid up for the winter. Considering the fearful fall we have had, and the difficult route we have to navigate, from Georgian Bay to the north shore of Lake Superior, where it is nearly always snowing, I think it a pretty good record, and I for one feel grateful.

E. B. ANDERSON,
Master of the Steamer Alberta.

MINORVILLE.

Sunday night while the Chicago tug J. C. Perrett and her tow of barges were lying at Menominee, the son of Captain Parker, master of the Butcher Boy, was suffocated with coal gas which escaped from the cabin stove. Three of the crew barely escaped death from the same cause. Young Parker was nineteen years of age. His body is being taken home to Chicago on the barge. The tow reached here to-night. While passing through slush ice at the head of Sturgeon Bay on her way up, the Perrett was compelled to check down her engine. This caused her barges to foul with each other. She then steamed ahead again, and would have avoided a collision had not the tow line parted between the first and second barges, resulting in two yawls being smashed, and considerable damage to the upper works of the Butcher Boy and Empire State. The schooner H. W. Sage, with 1,300 tons of ore from Escanaba for Ashtabula, was towed in for shelter badly iced up. She has thus far been two weeks on this trip. All of yesterday's wind bound vessels are here. The Cuyahoga is in North Bay.

MILWAUKEE.

A special to the Evening Wisconsin from Manistee, Mich., says the tug A. P. Wright went ashore three miles north of that place at 8 o'clock Monday morning. The crews were rescued by the Manistee life saving crew. The tug was towing the schooner A. J. Dewey when the line became entangled in her wheel, and thus disabled she drifted on the beach. Lineman Henry Danforth swam ashore at the risk of his life, and procured assistance.

PORT HURON.

Special to the Marine Record.

The schooner M. W. Paige is receiving a new foremast at Dunford & Alverson's shipyard.

Barge Saginaw, which was sunk by collision with the schooner M. W. Paige, is in the Wolverine drydock to be unloaded. She has on a cargo of lumber and lath, consigned to Pierce & Coleman, Toledo. Her entire bow is gone. Captain Little is not sure as to whether he will rebuild her or not.

Ogemaw and tow are here being stripped ready to go into winter quarters as soon as they have an overhauling at Dunford & Alverson's yard.

Schooner H. C. Richards is stripped and gone into winter quarters at the C. & G. T. R. R. dock.

At last the schooner D. Provost trouble, O. B. J. Atkinson, attorney at law, having paid off all her debts and had her released from the U. S. marshal.

The tug International, of the S. A. Murphy tug line, was seized by U. S. Marshal Phillips on Friday, but was released on Saturday and left for a tow.

Schooner C. H. Burton was out on Lake Huron thirty-six hours and was towed back by the tug Beckwith. She will likely go into winter quarters.

Work on the Tilden goes on very slowly. They are stripping her of everything that can be gotten off handily. Captain Fields superintends the work.

No one seems to know who the man was that was drowned at Fitzgerald's dock the night of the 26th ult.

The bodies of Thomas Walters and John Davidson, two of the crew of the Menekau-nee, who lost their lives on Lake Michigan, were brought here Saturday afternoon. They will be buried Sunday.

Steamship Campana arrived down, bound for Toronto, where she is to receive four new boilers, which will increase her speed about three miles per hour. She took on 100 tons of coal at J. W. Thomson, Jr.

Barge Middlesex was towed back from Tawas by the tug Wilcox and will go into winter quarters here. She also broke her windlass at anchor at Tawas and will get a new one at Dunford & Alverson's.

Tug Sweepstakes arrived down with the schooner Unadilla and the lighter Young America. The schooner will unload her cargo here and lay up.

Tug Sweepstakes leaves here with a full wrecking outfit to release the schooner Metropolis, ashore at Mission Point. Captain Geo. McCloud goes with the tug.

Mr. George Harrow, one of the oldest steamboat owners, died at his home, near Algoma, aged 82 years.

Captain F. I. Merriman has been engaged by the owners of the schooner Tilden to oversee the work of taking out the ore. He has one of his pontoons at work, and the other is in Dunford & Alverson's dock to be recalced and put in shape to lift on the Tilden.

The schooner D. Provost was sold at mortgage sale to Hines and others of Huron, O., for \$710, but there is now a libel on her for sailors' wages.

Mr. Runnels and Captain Cornwell are to build a new tug for harbor towing at Port Huron, and they will then have a line. They are now owners of the Kitty Haight and James Reid. The new tug is to have an engine 22x24 with a new steel boiler which will be allowed 125 to 130 pounds of steam.

The tug Kitty Haight went down to the Tilden to pull the pontoon that the Conger had left there, but the pontoon had drifted over the Tilden in such a way that it could not be released. It is in a bad place. Again, on the 19th the Haight made an effort to pull the pontoon off, but did not succeed.

It is with regret we have to record the sad tale of the loss of a number of the Port Huron boys who will not meet with us again and spin tales of the good and the bad times they have had this summer. Captain Jas. Cox, of the Menkaunee, lost off Frankfort, Lake Michigan, was as good a sailor as ever trod a vessel's deck. He was raised in Port Huron from boyhood, and was always a favorite with his associates. He leaves a wife and four children, fortunately provided with a good home. He was a member of the K. O. T. M., with a policy on his life of \$1,000. Captain Mike Johnson was a sailor on the same boat; had been master of boats, off and on, for twenty-five years. He leaves a grown-up family. Mr. Dan Wheeler was a single man; was of very good standing, and a brother-in-law of Captain F. I. Merriman, of this city. Thomas Watters was a young man, sober, steady, and took care of his mother and sisters; a boy whom everyone would like. The others were a Mrs. Clause and daughter Minnie, and Billy Comfrey was known by the boys as "hail fellow well met," and highly esteemed by all. He was the support of a widowed mother. John Davidson, drowned on the Menkaunee, was a brother of James A. Davidson, of this city.

The steamer A. J. Wright makes three trips a week between Port Huron and Port Hope, and has a full load each way.

Captain Strong, of the Tilden, engaged the Haight and Roy, to pull the pontoon away from the Tilden, and when they had her about fifty feet away from the schooner the line parted and let her back with the current and the force was so strong that it took about eighty feet of the port rail, bulwarks, stanchions, carried away the foremast, mainmast, and broke the mizzen topmast off, but they got a good line and soon pulled the pontoon away. It is rumored that she has been sold to parties in Cleveland, who will go to work at once to take the iron out of her.

The work of unloading the Hiawatha is being pushed forward as fast as possible. Four electric lights have been placed on Thompson's dock to enable the men to work nights.

Schooner Sonora, Captain Van Slyck, has been stripped and will lay up. Extensive repairs will be put upon her during the winter.

Schooner L. L. Lamb has gone into winter quarters here.

Ed. J. Kendall, the marine reporter, now displays cautionary signals from his office, foot of Sarnia street. Ed is bound to make himself useful to vessel men.

Towing is first rate, all the first-class tugs are after wrecking jobs, which leaves the small tugs a harvest. RUBENZY.

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The Bee Line has now on sale to all of the principal winter resorts of the south, Texas, California and Mexico, round-trip tourist tickets at greatly reduced rates from those in effect last season. Tours to suit your pleasure can be arranged for through any ticket agent of the C. C. C. & I. Ry., I. & S. L. Ry., or D. & U. R. R. Tickets are good returning until June 1st, 1887, and permit of many privileges not usually allowed on through tickets. On certain dates each month, during the winter season, special excursion tickets to San Francisco and Los Angeles, Cal., will be sold at but a slight advance over one fare for the round trip, good returning at pleasure within six months from date of sale, with the additional privilege of longer extension in return limit, if desired. Choice of routes also allowed. Bee Line agents will take pleasure in giving full information upon application.

Local sleeper for Detroit leaves Cleveland every night on the Lake Shore limited at 12:25 a. m., arriving at Detroit at 8:10 a. m. Car ready to occupy after 9 p. m. For berths call at city ticket office or Union depot.

MARITIME LAW.

COLLISION—TUGS AND TOWS—NIGHT—FAILURE TO STOP—IMPROPER POSITION IN CHANNEL.

U. S. District Court, Southern District of New York.

Brown, J.

The libel in this case was filed to recover damages for a collision which took place in the North river about three miles above Hudson on the night of May 20th, 1881, between the libellant's canal boat E. L. Perry in tow of the J. F. Winslow, and the Buffalo in tow of the Conqueror.

The canal boat Perry was one of three boats in tow of the Winslow upon a hawser about 150 feet long, bound down the river, the Perry being the outer boat on the port side. The Conqueror was proceeding up the river with a tow of six boats in three tiers, towed upon a hawser about 500 feet long, the Buffalo being the middle tier on the port side. The night was dark and still; there was no wind, nor were any stars visible; but the weather was not thick. The tide was the first of the ebb, with only slight current setting to the southward.

Various circumstances fix the place of collision between what is known as Four Mile Point on the west shore of the Hudson and a buoy which is somewhere about 300 or 400 yards to the northward of the light, near the center of the river and at the extreme southern point of a flat, extending thence northward and known as the Middle Ground. The channel to the east of the Middle Ground is shallow and impracticable. The ordinary course of vessels and tows going up and down the river is between the flats known as the Middle Ground and the westerly shore, where the channel is comparatively narrow, not exceeding, as I judge from the testimony, 600 or 800 feet. Below the buoy the channel widens to some 1200 feet between that and the Four Mile light, and becomes somewhat narrower again to the southward of the light.

Each tug charges upon the other the sole responsibility for the collision on the ground that it did not keep to the right side of the channel, each alleging, however, in its own behalf that it was so far to the right as it was possible to go with safety. In their estimate of distances, the various witnesses on behalf of each tug in general to sustain their own allegations as to their position. They are, of course, utterly irreconcilable; and if there were nothing else but these estimates of distances from shore to guide the court to a conclusion, it would be well nigh impossible to reach any satisfactory result. The chief witnesses on both sides were equally familiar with the locality, and with the ordinary course of navigation in that region, and the evidence does not disclose any reason for ascribing any intentional dishonesty in the testimony to the one side rather than to the other.

It is clear, nevertheless, that the collision could not have taken place except through some fault in one or both tugs. The channel at the point of collision was 1200 feet wide; the night calm; the current slack; and the two tugs had observed each other's lights when at least half a mile apart.

One fact of a definite and tangible character amid the mass of various and irreconcilable estimates of distance, is sustained by such direct and positive testimony that it cannot be rejected; namely, that a moment or two prior to the collision the Conqueror grounded close to the buoy upon the flats in the Middle Ground. This is not only sustained by her own witnesses but by another pilot who chanced to be in the pilot house of the Conqueror, who had himself put down the buoy at that point. He testified with great positiveness, when closely pressed upon cross examination, that he felt the contact of the boat as she ran aground, and that she also rubbed along the buoy. Two or three witnesses on the part of the Winslow, it is true, testify that the Conqueror did not run aground; but that she passed straight along upon her course. But it is impossible to give to this testimony, however honest in intention, the same weight that belongs to the evidence of those on board the Conqueror, not merely upon the general rule which gives superior credit, unless there be special reasons to the contrary, to the testimony of those on board a vessel as to her own course, motions and position, but particularly in this case, because, in a dark and cloudy night, it was impossible for those upon the tow of the Winslow at a distance of some 600 feet astern of the Conqueror to give any trustworthy evidence on such a point. The answer of the Conqueror also asserted that she was aground at the time of the collision; it was no new point sprung for the first time upon the trial.

This one fact established affords a starting point from which a solution of the other

problems in the case is rendered comparatively easy.

Placing the Conqueror aground at the buoy at the moment of collision, it follows that the libellant's boat, the E. L. Perry, when hit by the Buffalo which was in the second tier of the Conqueror's tow, must have been from 600 to 700 feet to the southward of the buoy, and that the Winslow at the same time was from 250 to 300 feet farther below to the southward. All the testimony shows that the Winslow at this time was very nearly abreast of the Four Mile Light.

The Conqueror when from a quarter to half a mile below Four Mile Light had met another large tow coming down the river, and at the same time the Albany night boat supposed to be the St. John also coming down. The Conqueror with her tow passed between the two, the St. John being to the westward, and the Albany tow to the eastward. The three were abreast of each other as the Conqueror was passing the middle of the Albany tow; she was then about 50 feet to the westward of latter, and some 200 or 300 feet to the eastward of the St. John. Her pilot testified that she kept that distance from the St. John in order to avoid the disturbing effect upon her tow likely to be produced in the great swell of the steamer in passing. These circumstances would lead to the natural inference that the Conqueror at this time could not have been far from the middle of the channel. The evidence shows that at the time when she was thus passing the St. John and the Albany tow, the lights of the Winslow were first seen some distance above the buoy, and that the tows then exchanged signals of one whistle each. From that time the Conqueror ported her helm carrying her somewhat to the right side of the channel until she had passed Four Mile Point, when, in accordance with the usual custom, she put her helm somewhat to starboard in order to pass up the narrow channel to the westward above the buoy. At Four Mile Point the shore as well as the channel tends somewhat to the westward so that the ordinary course of navigation compels a starboard helm as the up tows rounds this point. The Conqueror was at this time going at the rate of about five knots, the Winslow about two knots. As the point of collision was about 700 feet below the buoy the Conqueror must have passed the Perry about 400 or 500 feet below the buoy. All the evidence shows that the Conqueror, as she passed the Perry, went within from 30 to 50 feet of her; that she was then, and had been for a short time previous, under a somewhat starboard helm after getting abreast of Four Mile Point. The evident and necessary effect of a starboard helm upon a tow of 500 feet astern of the Conqueror was to draw the tow not exactly upon the same curve described by the Conqueror in her path; but somewhat across and inside of that curve; and when the Conqueror passed within 30 or 50 feet of the Perry upon such a starboard wheel it seems obvious to me that a collision was inevitable unless the Conqueror had immediately stopped, as she could not go to the eastward. Her own witnesses state that there was no light upon the Perry, the port boat of the Winslow's tow, although they saw the other lights of the barges to the west of her. But the testimony satisfies me that there was such a light upon the highest part of the lumber which formed the cargo of the Perry. If for any reason it was not previously seen, the Conqueror, when she came alongside of the Perry did see her and was within 30 to 50 feet of her, and must, before reaching her have known the danger of keeping on with tow and pulling it towards the Perry under a starboard wheel. At the time when the pilot of the Conqueror must have seen how near he was to the Perry his own tow was at least 600 or 800 feet astern, and had the Conqueror stopped then, as she might easily have done, the tide being somewhat ebb, without any danger or embarrassment to her tow, I think this collision would have certainly been avoided. For not doing so the Conqueror must therefore be held responsible.

The same considerations, however, which show the liability of the Conqueror, also show that the Winslow was farther to the eastward than she ought to have been, and that she did not do what she might and ought to have done to avoid this collision.

The fact that the Conqueror grounded close to the buoy, approaching it under a starboard wheel, is conclusive evidence that she was far to the right of the center of the channel between the buoy, and Four Mile Point. And her tow had clearly been in a similar situation; because the evidence shows conclusively that the collision came about through the tows being hauled somewhat to the westward across the stream, and not

directly up the river. It is impossible, therefore, if the fact of the grounding of the Conqueror at the buoy be true, and the collision took place by the Conqueror's tow being hauled somewhat across the river from the eastward, that the Winslow and her tow could have been close to the western side of the channel, as is claimed on her part. The only tangible fact testified to on her part going to show that she with her tow was near the shore, is the evidence that when the Winslow undertook to turn round and go back for the purpose of picking up the libellant's boat which had been broken loose from the tow by the collision, she reversed, her propeller, and in backing struck the west shore. Without meaning to question the accuracy of this statement, it does not furnish data for any exact determination of distance of the Winslow from the shore at the time of the collision, still less as to the distance of her tow from the shore. As to the time after the collision when the Winslow was thus backing, the engineer thinks it was less than half a minute. The time during which she backed, he says, "may be fifteen seconds, a short time" evidently an estimate merely; and that "she struck as soon as she made half a dozen revolutions back; then she drifted off after that." This evidence consists of estimates as to the time and distance, and very plainly is without that definiteness and certainty which belongs to the fact of the grounding of the Conqueror at the buoy. The position of the Conqueror, as I have said, could not have been far from the middle of the river when she had passed to the eastward of the St. John, a quarter of a mile below the Point, and as the Conqueror and the Winslow at that time signaled and kept each other in view, every probability points to the course of the Conqueror having been that above indicated, namely, at first farther toward the easterly side of the channel, followed by a starboard wheel just after passing Four Mile Point, which is what her witnesses on board testify. The fact also stated by the pilot of the Winslow that as he came down the narrow channel above the buoy he had the light always on her starboard hand is an indication that he was heading to the eastward of the usual course of steamers in coming down that channel, because a course down the middle or west side of the channel would bring the light, until he came near it on his port bow.

Regarding the witnesses' estimates of distances in a dark night as wholly unreliable, I think the weight of the circumstantial evidence shows conclusively that the Winslow was considerably to the eastward of her proper course in coming round Four Mile Point when the Conqueror and her tow were in plain view immediately below. Her duty was to keep well toward the westerly shore. There was abundant room for her to do so, and no other boats or obstructions were in the way. I must therefore hold her also responsible for crowding upon the rightful course of the Conqueror and her tow as they were seen to be approaching the narrow channel above the buoy.

The libellant is, therefore, entitled to a decree against both vessels in the usual form, and a reference may be taken to compute the damages if the parties do not agree, with costs.

OFFICIAL NUMBERS AND SIGNAL LETTERS.				
TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 22, 1886.				
To the Editor of the Marine Record:				
Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 21, 1886:				
Official Number.	Signal Letters.	Rig.	Name of Vessel.	Home Port.
3,360		Sc.	SAIL VESSELS.	
135,012		Sc.	Bertha L.,	New Orleans, La.
135,013		Sc.	Echo,	Gulfport, Conn.
85,947		Sc.	Escort,	Port Townsend,
76,658		Sc.	Gracie B.,	Cold Spring, N. Y.
91,884		Sc.	Julia,	Wilmington, Del.
110,718		Sc.	STEAM VESSELS.	
116,132		St. s.	Marion,	Perth Amboy, N. J.
53,246		St. s.	Rancoras,	122-50 Philadelphia, Pa.
		St. s.	Seminole,	1966-87 New York, N. Y.
		St. c. b.	O. K. Whitney,	109-94 Buffalo, N. Y.

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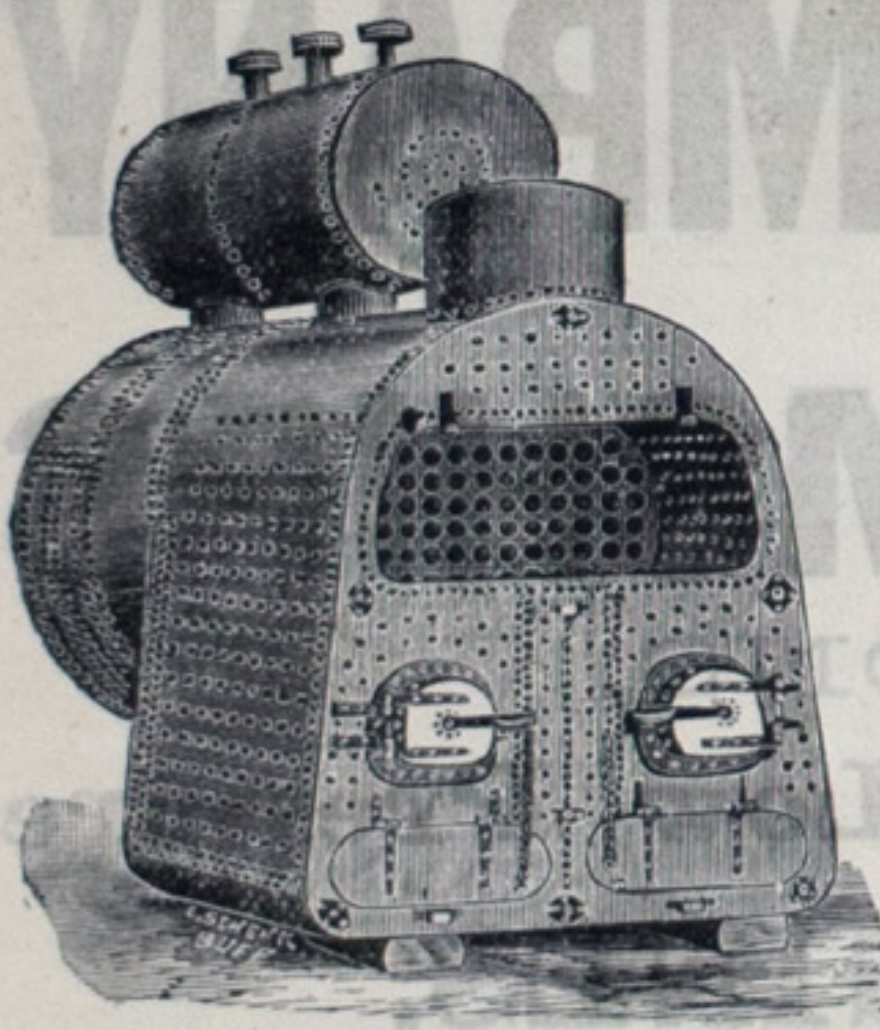
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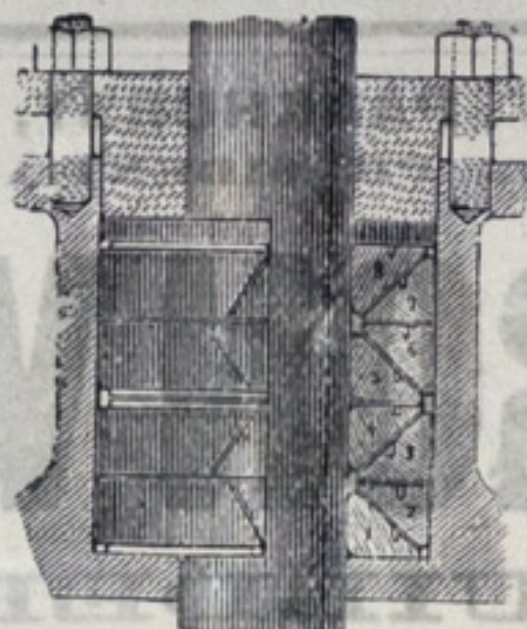
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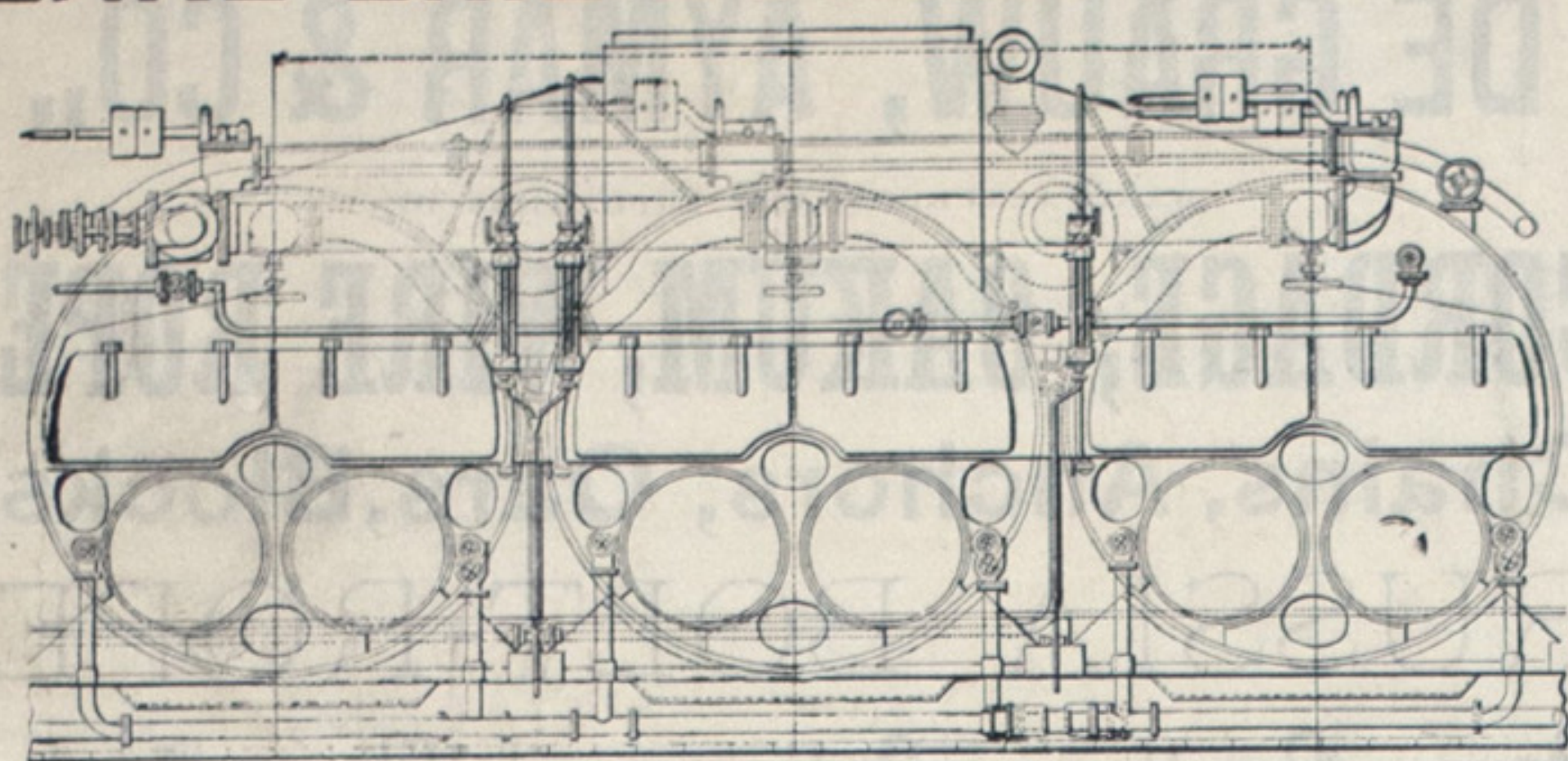
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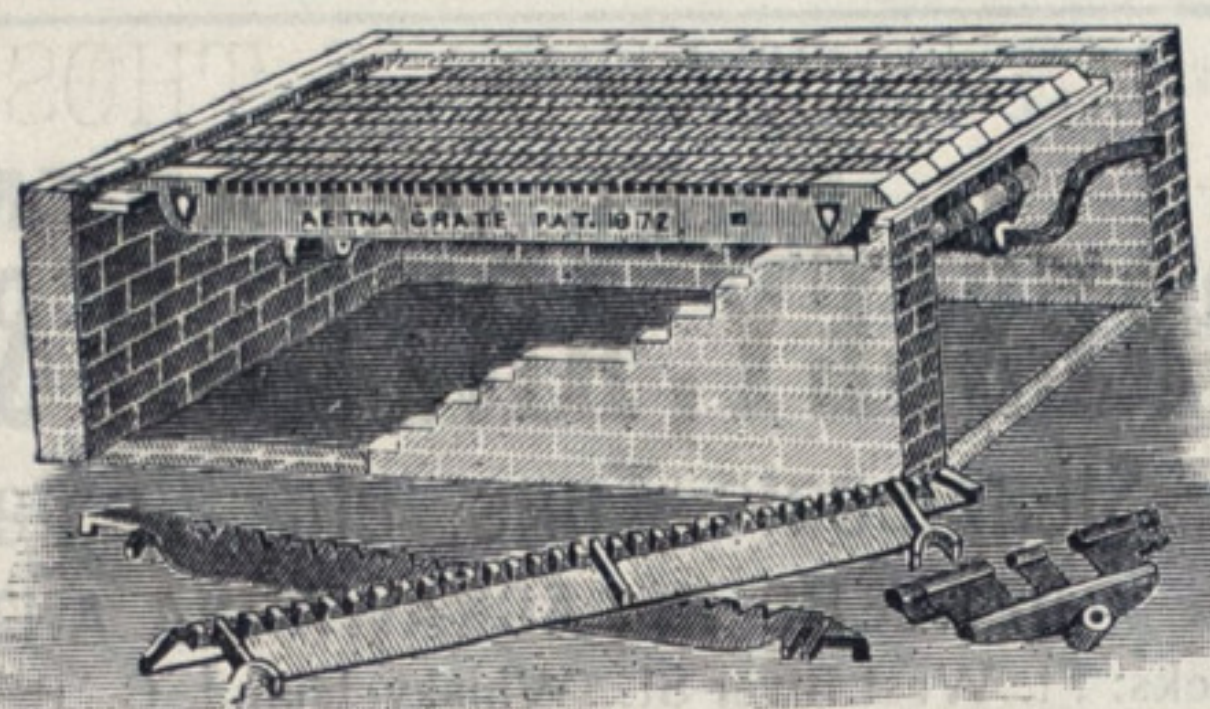
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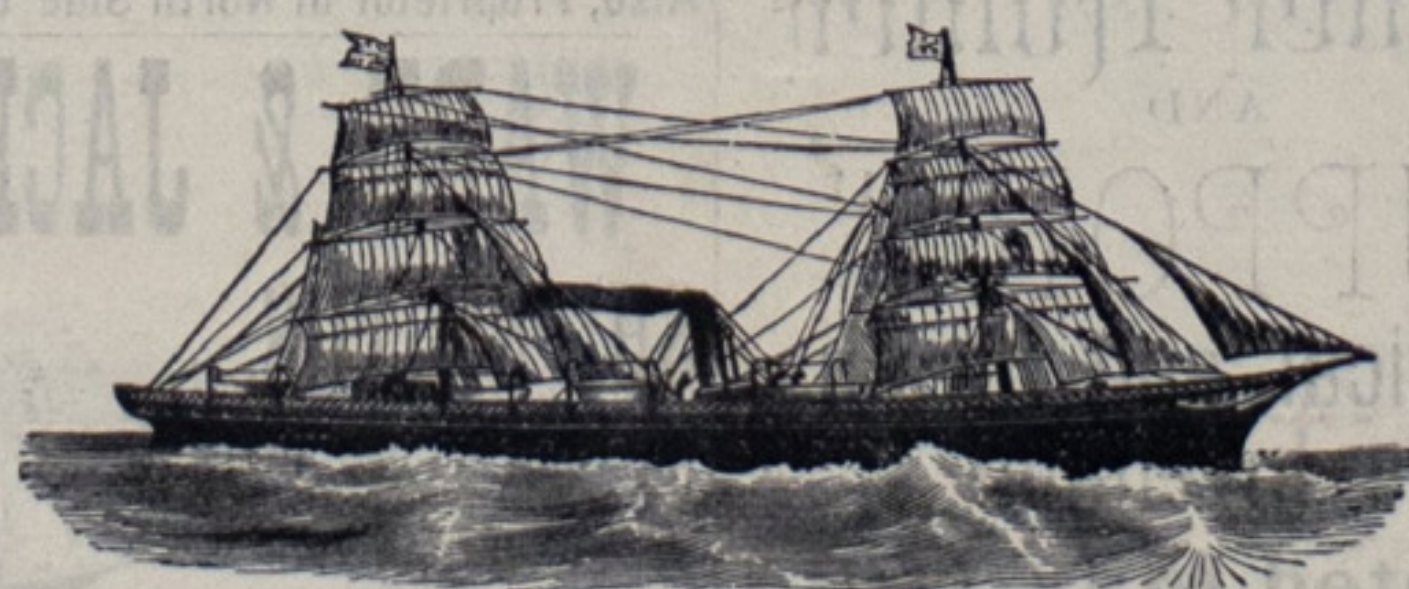
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OFFICE & WORKS, Spruce and Elm Streets.

IRON SHIP YARD, Old River Bed, foot of St. Paul t.

CLEVELAND, OHIO.